

# **General Project Plan**

## **Exhibit D**

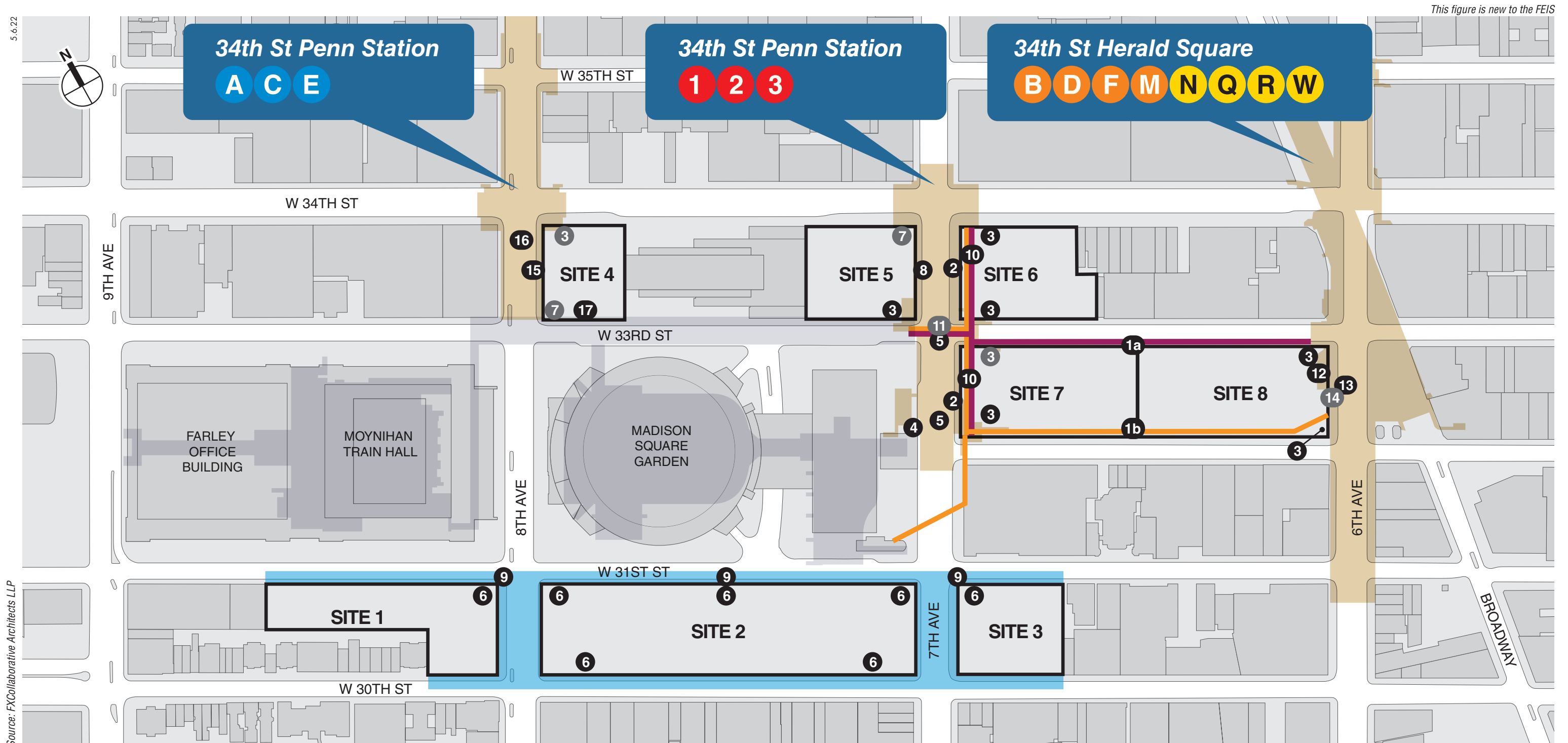
### **Summary of Transportation Improvements**

## Transportation Improvements Summary

Map Number*	Transportation Improvement
1a	Establish the East-West Connector below West 33rd Street, connecting the 34th Street-Herald Square and the 34th Street (Seventh Avenue)–Penn Station Subway Stations, providing access to Sites 7 and 8 and including emergency midblock egress.
1b	Establish the East-West Connector below West 32nd Street, connecting the 34th Street-Herald Square and the 34th Street (Seventh Avenue)–Penn Station Subway Stations, providing access to Sites 7 and 8 and including emergency midblock egress. This option would include a new undercrossing below 7th Avenue between West 31st and West 32nd Streets.
2	Widen the uptown local No. 1 platform between West 32nd Street and West 33rd Street, and between West 33rd Street and West 34th Street
3	New easement subway entrances <i>(Gray shading of map number indicates new entrance with elevator)</i>
4	Widen the paid zone stair at the west end of the 32nd Street underpass
5	Add new express No. 2/3 platform stairs
6	New Penn Station entrances
7	New Penn Station and new subway station entrance within building <i>(Gray shading of map number indicates new entrance with elevator)</i>
8	Relocate and widen the downtown local No. 1 stairs and elevator to within Site 5 property line
9	New below-grade connections to existing Penn Station with publicly accessible in-building connections at Sites 1, 2, and 3
10	New North-South Corridor under Sites 6 and 7
11	New fare control area at the West 33rd Street underpass; reconfigure West 33rd Street free zone underpass and widen stair and new elevator; reconfigure fare control area with new elevator; widen paid zone stair and relocate elevator
12	Construct additional escalators and/or other vertical circulation elements as needed in consultation with the MTA and NYCT
13	Reconstruct two mezzanine stairs connecting the N/Q/R/W and B/D/F/M subway lines and reconfigure the fare control area at the B/D/F/M mezzanine level
14	Replace the PATH elevator in the new building on Site 8 (only if the existing building on Site 8 is demolished and a new building constructed. If Site 8 is developed with a residential overbuild above the existing building, the existing PATH elevator would be maintained.)
15	Widen the uptown local C/E platform between West 33rd Street and West 34th Street
16	Build one new express platform stair and widen two existing express platform stairs
17	Build new passageway to connect 33rd Street Penn Station concourse with A/C/E subway mezzanine between 33rd Street & 34th Street, build two new uptown local C/E platform stairs, and reconfigure fare control area

**Notes:** \* Refer to Figure 1-7 for map numbers.

The location of transportation improvements shown in Figure 1-7 is illustrative and may be subject to further design and engineering refinements and, if applicable, to securing any property interests needed to construct and maintain the improvements.



This figure is new to the FEIS

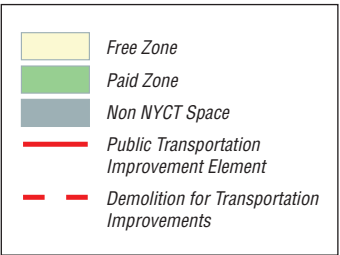
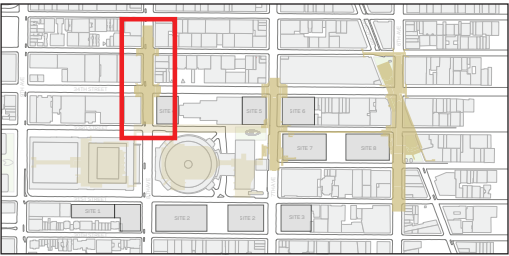
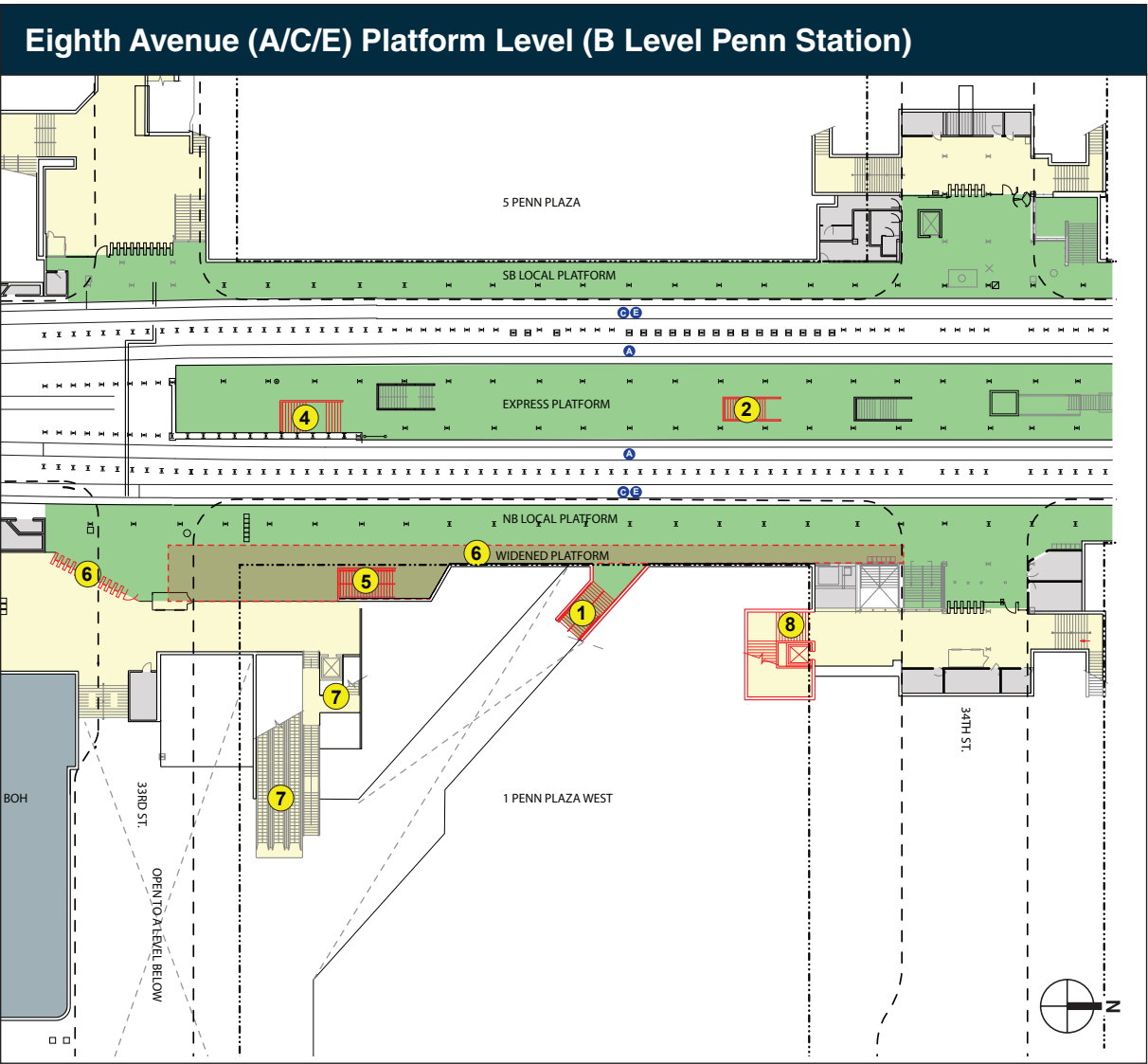
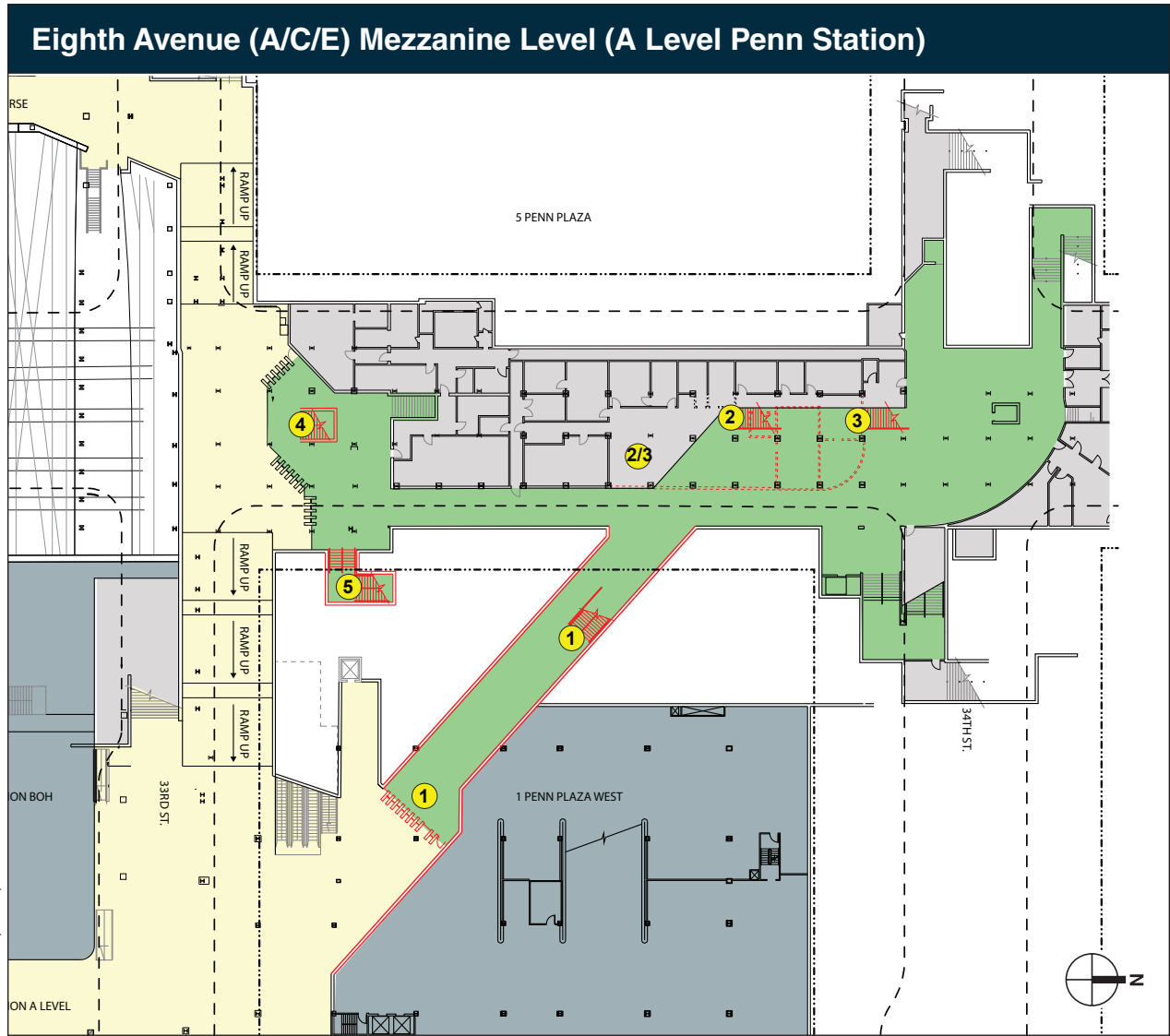
Source: FXCollaborative Architects LLP

- Development Sites
- Potential Expansion of Penn Station
- Penn Station Below-Grade Footprint
- NYCT Subway Stations
- Transit improvement
- Transit improvement with elevator
- Proposed Underground Concourse with East-West Connector along West 33rd Street
- Proposed Underground Concourse with East-West Connector along West 32nd Street

Notes:

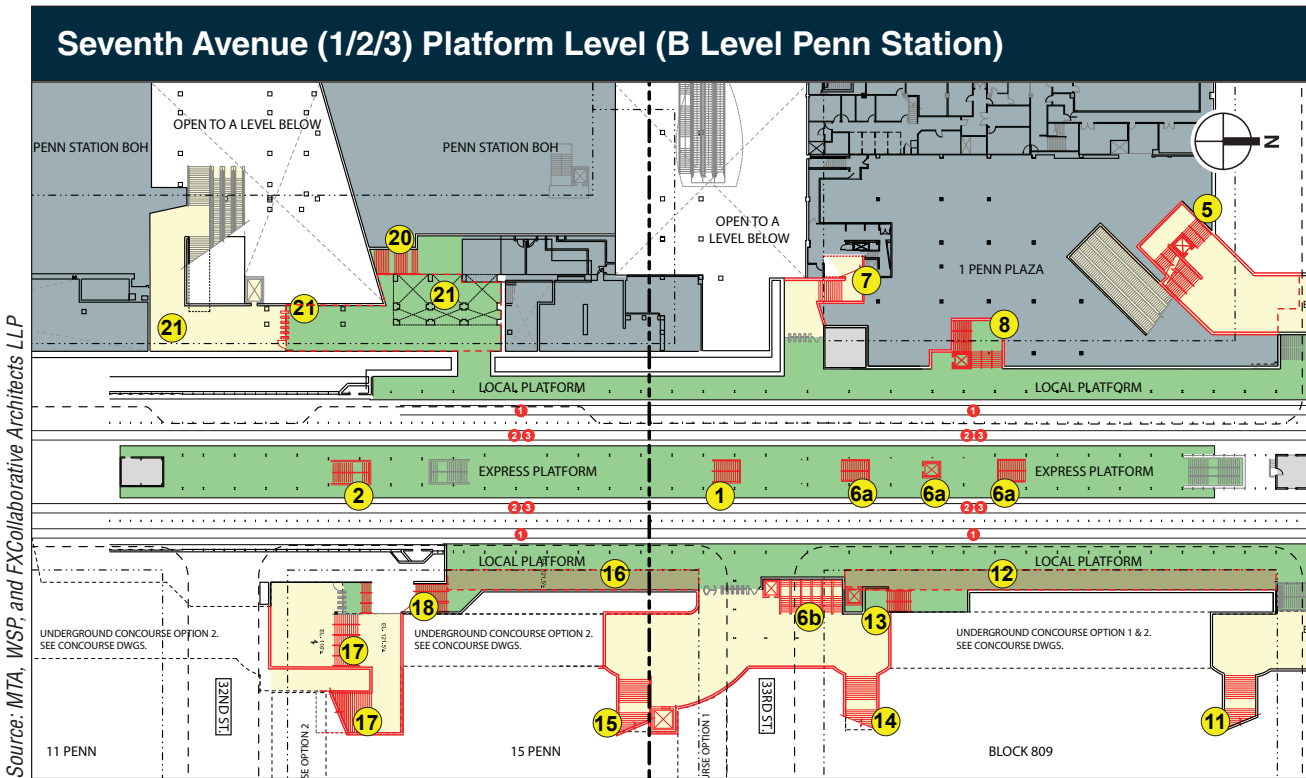
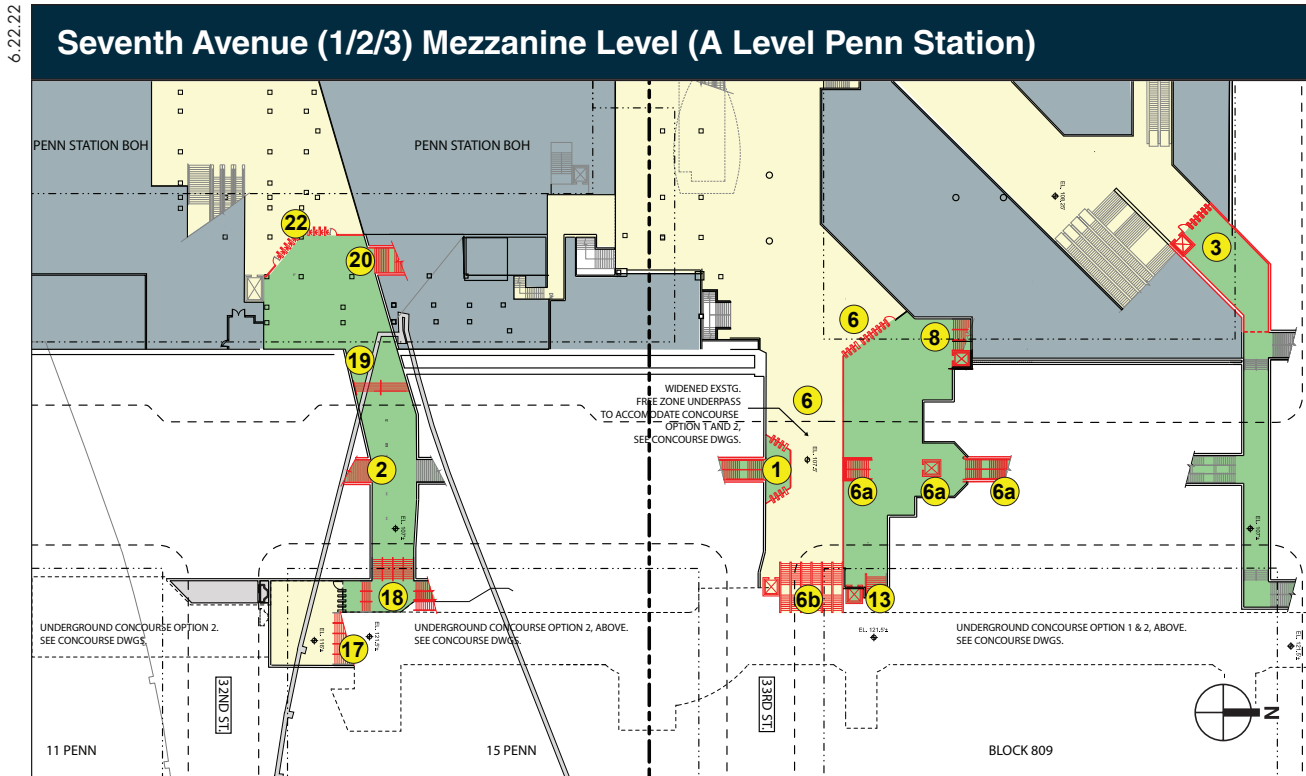
1) One of the two options for the East-West Connector would be selected and implemented.

2) The location of transit improvements shown in this figure is illustrative and may be subject to further design and engineering refinements and, if applicable, to securing any property interests needed to construct and maintain the improvements.



Facility	Location	Element/Description	Phase	Associated w/
34th Street–Penn Station– Eighth Avenue [A/C/E] Subway Station	Bet. 33rd & 34th Streets	New 33rd Street easement access to subway and Penn Station (7). <ul style="list-style-type: none"><li>Replace 4.4' S5/P4 with three escalators, one 6' stairs, and one elevator.</li></ul> New 34th Street easement access to subway (8). <ul style="list-style-type: none"><li>Replace 10' S7/P6 with one 10' stairs and one elevator.</li></ul> New 20' passageway connecting Level A and existing subway passageway (1). <ul style="list-style-type: none"><li>Flared to 30' wide to accommodate FCA.</li><li>One 10' stairs connecting to uptown local platform.</li></ul> Widen uptown local platform between 33rd and 34th Streets (6). <ul style="list-style-type: none"><li>Reconfigure FCA N072 - reduce # of turnstiles from 11 to 8.</li></ul> New 10' stairs from FCA N067 to uptown local platform (5). Widen M23/M24 from 8.7' to 10' (4). New 7.5' express platform stairs (2). Flip and widen M27 from 5.7' to 7.5' (3).	1	Site 4

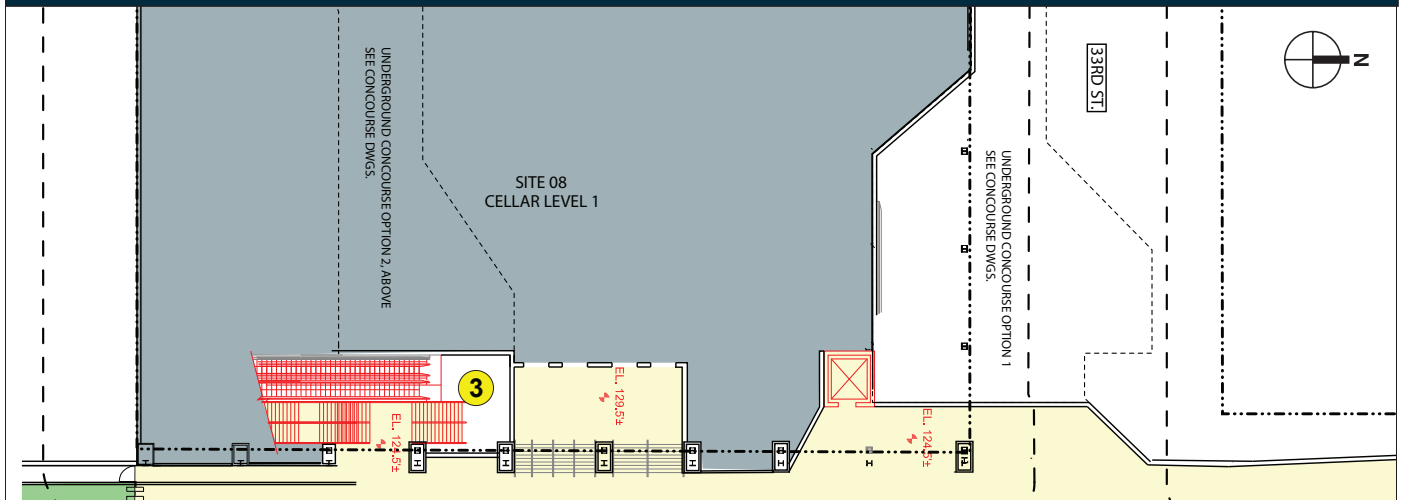
Note: The location of transportation improvements shown in the figure is illustrative and may be subject to further design and engineering refinements and, if applicable, to securing any property interests needed to construct and maintain the improvements.



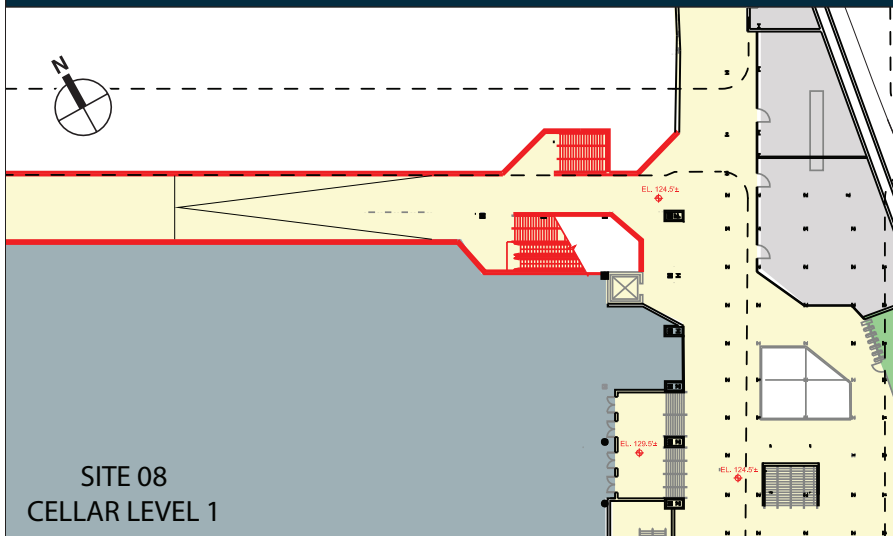
Facility	Location	Element/Description	Phase	Associated w/
34th Street–Penn Station–Seventh Avenue [1/2/3] Subway Station	Herald Square Link (33rd Street East-West Connector Option or 32nd Street East-West Connector Option)	33rd or 32nd Street East-West Connector between Sixth and Seventh Avenues. 33rd St. Option (22'-0" under Site 7 and 14'-8" under existing Site 8 Manhattan Mall). <ul style="list-style-type: none"><li>New 14' easement stairs connecting to Site 7.</li></ul> 32nd St. Option would be accompanied by underpass southward to the 31st to 32nd Street block, across Seventh Avenue to Penn Station Level A (22'-0").	1	Site 7
	East side of Seventh Avenue (North-South Corridor)	North-South Corridor (25') between 32nd and 33rd Streets. North-South Corridor (25') between 33rd and 34th Streets.	1 2	Site 7 Site 6
	Bet. 32nd & 33rd Streets	Widen uptown local platform between 32nd and 33rd Streets (16).	1	Site 7
		Replace 10.8' 017/P3 easement stairs at 33rd Street with widened 15' stairs (15).	1	Site 7
		Replace 10.5' 014/015 easement stairs at 32nd Street with widened 15' stairs (17).	1	Site 7
		Widen uptown local platform stairs (18). <ul style="list-style-type: none"><li>09/010 stairs from 5.7' to 10'.</li><li>08 stairs from 9' to 20'.</li></ul>	1	Site 7
		New 10' express platform stairs at 32nd Street underpass (2).	1	Site 7
		Widen U10/U14 underpass stairs from 12.8' by 7.5' to 20.3' (19).	1	Site 7
		Widen and relocated 05/06 stairs from 4.7' to 10' (20).	1	MTA
		Reconfigure FCA R135 and increase # of turnstiles from 6 to 10 (22).	1	MTA
		Add direct access from downtown local platform to Penn Station Level A (21). <ul style="list-style-type: none"><li>New FCA with 5 turnstiles.</li></ul>	1	MTA
	Bet. 33rd & 34th Streets	Widen uptown local platform between 33rd and 34th Streets (12).	2	Site 6
		Widen underpass (6). <ul style="list-style-type: none"><li>Relocate FCA R138 and maintain # of turnstiles at 12 (6).</li></ul>	1 2	Site 7 Site 5
		New 10' express platform stairs at 33rd Street underpass (1). <ul style="list-style-type: none"><li>New FCA with 3 exit only turnstiles and a gate.</li></ul>	1	Site 7
		Shift 9.75' ML 10 and ML 13 express platform stairs and relocate elevator (6a).	1	Site 7
		Replace ML7/ML11 with new 15' stairs and an elevator (8).	2	Site 5
		Replace 6.8' reconstructed S1/P1/P2 with new 10' easement stairs (7). <ul style="list-style-type: none"><li>Replace FCA R140 and increase # of turnstiles from 3 to 4.</li></ul>	2	Site 5
		New connection and FCA bet. Penn Station Level A and 34th Street subway underpass (3). <ul style="list-style-type: none"><li>5 turnstiles.</li></ul>	2	Site 5
		New easement street connections at Seventh Avenue and 34th Street (5). <ul style="list-style-type: none"><li>Four 40"-tread escalators to Penn Station Level A.</li><li>New 20' stairs between Penn Station Level A and downtown local.</li><li>New 5' stairs between Penn Station Level A and street.</li><li>Replace S3/P5 with new 10' easement stairs bet. downtown local and street.</li><li>New elevator.</li></ul>	2	Site 5
		Widen ML4 from 12.8' to 30' at 33rd Street underpass (6b). <ul style="list-style-type: none"><li>New elevator.</li></ul>	2	Site 6
		Widen ML6/ML8 from 4.75' to 10' (13). <ul style="list-style-type: none"><li>Relocate elevator.</li></ul>	2	Site 6
		Replace 5.4' S2/P4 and 5.9' 018/019 with new 10' easement stairs (14).	2	Site 6
		Replace 10' P6 with new 15' easement stairs (11).	2	Site 6

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1) The location of transportation improvements shown in the figure is illustrative and may be subject to further design and engineering refinements and, if applicable, to securing any property interests needed to construct and maintain the improvements.  
2) One of the two options for the East-West Connector would be selected and implemented.  
3) Improvements associated with MTA in the table above are assumed to be completed by MTA as part of the Penn Station reconstruction.

## Herald Square - Mezzanine Level South - Enlarged



## Herald Square Connector - Enlarged



Source: MTA, WSP, and FXCollaborative Architects LLP

Facility	Location	Element/Description	Phase	Associated w/
34th Street–Herald Square–Sixth Avenue [B/D/F/M/N/Q/R/W/PATH] Subway Station	Herald Square Link	33rd Street Option between Sixth and Seventh Avenues. • New 15' stairs connecting to Herald Sq. IND mezzanine.	1	Site 7
		33rd Street Option between Sixth and Seventh Avenues. • Widen to 22'-0" under Site 8.	2	Site 8
	Bet. 32nd & 33rd Streets	Rationalize and expand capacity of easement entrances ③. Two reconstructed mezzanine stairs connecting BMT and IND trains. • Above IND mezzanine stairs associated with 33rd Street link • Reconstruct 7' ML1 to 15'. Increase # of turnstiles at FCA N507 (BMT mezzanine level) from 11 to 19. 33rd Street side of building: • New 9.5' street stairs and one 40"-tread escalator. • New elevator. 32nd Street side of building: • Replace 6' HM307 with 15' new easement stairs. • Replace 32"-tread E221/E222 with 40"-tread escalators Replace PATH elevator. (Only if development of Site 8 involves demolition of Manhattan Mall building).	2	Site 8

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- 2) One of the two options for the East-West Connector would be selected and implemented.

## Proposed Public Transportation Improvements - Illustrative Technical Details and Diagrams